

FROM CANADA

P. G. Ten Eyck Favors Purchase Up to the St. Lawrence River.

Attacks on the St. Lawrence waterway proposal and plans for a wider waterway of the St. Lawrence canal featured a meeting yesterday on the floor of the Maritime Exchange, which has adopted the slogan of "boost the barge canal."

Representative Peter G. Ten Eyck of Albany, a member of the joint Congressional committee on agriculture, which recently submitted a report calling upon the President and Secretary of State to negotiate a treaty with Canada providing for the canalization of the St. Lawrence, said that this report had been jammed through because New York State had not been alive to its needs and privileges.

He said he will support a proposal that the United States buy up the land between the Canadian border and the St. Lawrence river, and that the canal proposition go through. Otherwise, he declared, the country would be paying half the cost of a development which would remain entirely under the control of a foreign Power. He would have the cost of the purchase of the Canadian territory offset against the Canadian debt to the United States.

Edward S. Walsh, chairman of the committee on canals of the Maritime Exchange, said that the State's \$300,000,000 investment in the barge canal was being wasted because of the inadequate supply of carriers. Only 200 of the right type of freighters were in service, whereas grain shipments were contracted for in quantities requiring many times this number of boats. The project of constructing adequate tonnage was great for private capital to undertake, and the result was that only 1,500,000 tons of freight yearly were being by way of the canal as against the average of four to six millions some time ago.

"The State has created this \$300,000,000," said Mr. Walsh, "and further support is needed. The canal facilities are being built, but it is an investment that will be a heavy burden on the State."

Charles H. Potter, acting president of the exchange, presided. Former Comptroller William S. Cleary, the last speaker, denounced the St. Lawrence project as "impracticable."

\$20,000,000 IS SOUGHT FOR SHIPYARD 'SAVING'

One-third Is Demanded for Workers of Harriman Corp.

An action against the Emergency Fleet Corporation may be started on behalf of the employees of the Merchant Shipbuilding Corporation, who claim that the corporation is not paying them the contract by which they were built during the war. House, Grosvenor & Voorhes, attorneys of 115 Broadway, have formed a protective committee for the employees, and it is their contention that there was a saving of \$20,000,000 under the contract, of which the men, in accordance with the profit sharing clause, are entitled to one-third.

The contract has not been adjusted and negotiations between the shipyard, which was formed by W. Averell Harriman, and the Government body are now in progress. Until a satisfactory settlement is reached, the amount of the "saving" cannot be known. Alonso Treadwell, general controller of the Emergency Fleet Corporation, said that the employees' attorney said that the corporation was in touch with the real situation they "would deal from efforts to collect fees or form any committee" for the purpose of "saving" the corporation.

BOOKS GIVEN TO 150 SHIPS.

Mechanic Marine Library Issues Its First Report.

The first report of the American Merchant Marine Library Association, made public yesterday by Mrs. Henry Howard, president, showed that the formation of the association in May, 1921, 150 American ships operated by thirty-nine companies have been supplied with books. Dispatch offices have been functioning in State and New York, the latter having delivered nearly 6,000 books to sixty-six merchant vessels. Other offices will be opened as they are available.

Officers for the current year were elected as follows: Mrs. Henry Howard, president; Winthrop L. Marvin, vice-president; C. C. Smith, secretary; and Edwin H. Harkley, director of the service, with headquarters at 82 Beaver street, New York. President Harkley is honorary president, and Herbert Harkley and Chairman Lasker of the Shipping Board are honorary vice-presidents.

SHIP CONTRACTS AWARDED.

Cost Less Than \$874,000.

A contract for the building of two combination freight and passenger vessels for the Merchants' Shipbuilding and Transportation Company of Baltimore was awarded yesterday to the Federal Shipbuilding Corporation of Kearny, N. J. When bids were opened several weeks ago the Federal shipyard was the lowest at \$74,000 for each ship, but it was said yesterday that the plant had slightly raised its price in consequence of a change in the construction plans. The economy was made possible through adoption of the laserwork system of construction.

The vessels are to be about 500 gross tons, 98 feet long, 18 feet beam, and capable of a sustained sea speed of twelve knots. Accommodations for 300 first class passengers will be provided. The economy was made possible through adoption of the laserwork system of construction.

RESOLUTE DUE IN TONIGHT.

New Line American liner Resolute, proceeding in leisurely manner on her first trip under the American flag, is due to reach New York tonight.

The Resolute is scheduled to leave for New York from Baltimore on April 21, and is expected to arrive here at 10 o'clock tonight. The ship is commanded by Captain J. H. Harkley, and is the first of a new line of American flag ships. The Resolute is a 10,000-ton liner, and is the first of a new line of American flag ships. The Resolute is a 10,000-ton liner, and is the first of a new line of American flag ships.

ARRIVED.

Str. Mauretania (Br.), Southampton and Cherbourg April 15, to the Cunard Steamship Co., with 219 first, 192 second cabin and 28 third class passengers, male and female, and 100 crew, arrived at New York at 10:30 P. M. from Liverpool.

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DEPARTURE OF STEAMERS.

Algonquin, San Domingo, Noon. Apache, Charleston, and Jacksonville, 2:00 P. M. ...

PORT OF NEW YORK, FRIDAY, APRIL 21, 1922.

Steamers Due in New York.

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